

## NEW HAVEN CITY PLAN COMMISSION PLANNED DEVELOPMENT ACTION

**RE:** 155, 175, 181 WHITNEY AVENUE, PDD #120, Detailed Plan Review and Site Plan Review for new Yale School of Management (Owner/Applicant: Yale University).  
**REPORT:** 1440-01  
**FINDING:** Approval with Conditions

### CONDITIONS OF APPROVAL

1. The Site Plan is approved for a period of six years, and the approval will expire if the project is not completed by May 19, 2016.
2. The applicant shall record on the City land records an original copy of this Planned development Action and Site Plan Review report (to be provided by the City Plan Department) and shall furnish written evidence to the City Plan Department that the document has been so recorded (showing volume and page number), prior to City Plan signoff on final plans.
3. Comments under **Site Plan Review** on page 5 shall be reviewed with the City Plan Department and resolution reflected on final plans, prior to their circulation for signoff.
4. Signoff on final plans by the City Engineer, Department of Transportation, Traffic and Parking and City Plan Department in that order shall be obtained prior to initiation of site work or issuance of building permit. The Greater New Haven Water Pollution Control Authority and Fire Marshall shall also review the plans.
5. Final Construction Operations Plan/Site Logistics Plan, including any traffic lane/sidewalk closures, temporary walkways, detours, signage, haul routes to & from site, and construction worker parking plan shall be submitted to the Department of Transportation, Traffic and Parking for review and approval to prior to City Plan signoff on final plans for building permit.
6. Any proposed work within City right-of-way will require separate permits.
7. Prior to issuance of Building Permit, street address shall be assigned by the City Engineer.
8. Final determination of traffic markings, V-loc locations, signs and traffic controls on site and on the perimeter of the site will be subject to the approval of the Department of Transportation, Traffic and Parking.
9. Prior to issuance of Certificate of Occupancy, the applicant shall submit to the City Plan Commission a detailed report showing the outcome of construction and a request that the Commission certifies that all the requirements of Section 65 of the New Haven Zoning Ordinance relating to planned developments have been met.
10. Following completion of construction, any City catch basins in the public right-of-way impacted by the project shall be cleaned, prior to issuance of Certificate of Occupancy.
11. As-built site plan in accord with City requirements shall be filed with City Plan Department, prior to issuance of Certificate of Occupancy. Site Plan shall be submitted in both mylar and digital format [TIFF file based on the State Plane Coordinates (NAD1983)]. Provide version of AutoCAD with submission.

**Submission:** Development Permit Application 04/22/10, Attachment A: Zoning Table PDD #120, Application fee of \$270, Appendix B (Narrative), Memorandum from OLIN re bike path 04/12/10.  
Plan Set 04/22/10: Cover Sheet, Architectural Plans: Site Plan showing PDD and Setbacks, Floor Plans and Building Elevations; Civil Plans 04/22/10 rev. 05/14/10 per City comments: Legend & General Notes, Site Survey, Utility Demolition Plan, Site Plan, Drainage Plan, Utility Plan, SESC Plan, Storm Drainage Details, Sanitary Sewer Details, Site Utility Details, SESC Details, CNH Standard Details. Landscape: Site Plan, Tree Protection, Removal & Location, Grading Plan, Materials Plan, Lighting Cut sheets, Tree & Shrub Planting Plan, Ground Cover Planting Plan. Site Lighting Plan.

Traffic rev. 05/14/10: Pavement Marking and Signage Plan, Traffic Signal Control Plan, Material Haul Route Plan, Site Logistics Plan.

Drainage Report by URS Corp. 04/13/10.

**Previous City Plan Commission Actions:** Application & General Plans for PDD designation (CPC 1434-05, 12/16/09), BOA approval 03/01/10, SPR for demolition & Site Preparation (CPC 1437-03, 02/17/10).

**PROJECT SUMMARY:**

**Project:** New Yale School of Management facility  
**Address:** 155, 175, and 181 Whitney Avenue  
**Site Size:** 4.39 acres  
**Zone:** PDD  
**Financing:** Private  
**Project Cost:** c. \$150 million  
**Parking:** 161 spaces on 2 garage levels  
**Owner:** Yale University **Phone:** 203-432-6754  
**Applicant:** same **Phone:**  
**Agent:** William J. Smith **Phone:** 203-436-9143  
**Design Architect:** Foster + Partners  
**Architect of Record:** Gruzen Sampton LLP **Phone:** 212-477-0900  
**Site Engineer:** URS Corp. AES  
**Traffic Engineer:** Tighe & Bond **Phone:** 860-704-4760  
**Construction Manager:** DiMeo Construction  
**City Lead:** City Plan Dept. **Phone:** 203-946-6379

**BACKGROUND**

**Zoning:** **Planned Development District #120**  
**Lot Area:** 191,460 SF  
**Building Coverage:** 63,752 SF (33.5%) = enclosed space only  
**GFA** 219,837 SF  
**FAR** 1.15  
**Building Height:** 5 stories (64.0 ft) = volumetric calculation  
**Setbacks:** front yard (53.5 ft)  
rear yard (79.0 ft)  
side yard (south =37.5 ft)  
side yard (north=18.0 ft)

**Proposed Activity:** Yale University proposes construction of a new state-of-the-art building for the Yale School of Management on a University-owned site at 155-181 Whitney Avenue, consolidating a campus now dispersed among several locations in the vicinity. The new building is organized around a central courtyard as are most of the Yale undergraduate colleges and graduate schools. Parking and loading will be provided underground within the building. Existing surface parking and loading docks will be eliminated. Substantial landscaping will be provided including a landscaped area of more than one acre that will be created at the rear of the building. The structure below grade is comprised of a cast-in-place concrete structure. As the two below grade levels reach the ground floor, the building components change from concrete to an all steel frame clad with a glass façade fronting on Whitney Avenue. These features are all consistent with the approved General Plans.

**Demolition and Site Preparation:** The Commission has previously approved plans for the demolition of existing structures and the site preparation for the new construction. Phase I including demolition of 175 and 181 Whitney is nearing completion and Phase II including demolition of 155 Whitney is underway. The site is enclosed with chain link construction fencing of different heights lined with either blue or green vinyl sheeting depending upon the location. Excavation of the site to prepare for the underground component will commence once the buildings have been removed.

**Soil Erosion and Sediment Control Plan:** A total of 82,553 cubic yards of material will be moved, removed or added to the site. (55,173 CY will be moved, 21,171 CY will be removed, and 6,209 CY will be added.) Two construction entrances with anti-tracking pads are shown on the SESC Plan Sheet C-107 in the locations of the existing driveways into the site. A settling basin for dewatering is located on the eastern side of site and has its own drainage outlet. Silt fencing with hay bales is shown to wrap around the eastern half of the site in all locations where there is potential of erosion. Once certain areas are graded they will be stabilized with layers of hay bales and temporary erosion control lining. Details for SESC measures are shown on Sheet C-504.

Whitney Avenue is newly milled and paved along the site frontage. Jon Vaslet of DiMeo Construction Company is named as the individual responsible for monitoring the site to assure there is no soil or runoff entering City catch basins or the storm sewer system and that no materials are being tracked off site. He is also responsible for assuring there is no dust gravitation off site by controlling dust generated by vehicles and equipment for the duration of the project. Soil stockpiles if necessary shall be protected from dust gravitation and soil erosion. All SESC measures are required to be designed and constructed in accordance with the latest Standards and Specifications of the *Connecticut Guidelines for Soil Erosion and Sediment Control*. Chris Harriman of Haley and Aldrich is named as the on-site monitor of SESC Control and Maintenance. Mr. Harriman shall be responsible for determining the appropriate response, should unforeseen erosion or sedimentation problems arise. He is fully responsible for insuring that SESC measures are properly installed, maintained and inspected according to the SESC Plan. Should soil erosion problems develop (either by wind or water) following issuance of permits for site work, the contractor is responsible for notifying the City Engineer within twenty-four hours of any such situation with a plan for immediate corrective action.

**Stormwater Drainage:** Storm water discharges currently from the site to combined sanitary/storm sewer systems through three laterals to Whitney Avenue to the west and through a single discharge pipe at the northeast corner of the site connecting to the combined sewer in Pearl Street/Lincoln Street to the east. URS Corp. has designed a system in accordance with the requirements of the Greater New Haven Water Pollution Control Authority. The proposed drainage system discharges at two points one at the northwesterly corner of the site to Whitney Avenue and one at the northeasterly corner at Pearl Street. Several paved areas will drain through hydrodynamic separators controlled by underground infiltration chambers, prior to discharge to the combined systems.

The existing and post-development conditions were analyzed for the 2, 10 and 25 year 24-hour storm events. The results of the analyses show major reductions in flow to both Whitney Avenue and Pearl Street in a 25 year storm. Detailed results are included the URS's Drainage Report dated 04/13/10 and on Drainage Plan (Sheet C-105).

**Utilities:** As required in a Planned Development utility connections are underground. An 8" firewater pipe is included in an underground utility easement in Whitney Avenue (from the Anthropology Building across Whitney) as previously approved by the Board of Aldermen and the Commission (CPC 1434-05, 11/18/09). Other private utilities (chilled water, condensate, steam, electric, telephone and communications) were on the east side of Whitney Avenue already. There is a water main and a sanitary sewer connection into Whitney Avenue.

**Traffic circulation/ Parking:** The main entry drive to the site will be off Whitney Avenue in the location of the existing driveway at the southwestern corner of the site. This drive will access the underground two-level garage which will accommodate 161 vehicles. Additionally there is a loop drive off Whitney in the northwestern area of the site which will accommodate taxi and minivan drop off. Yale shuttle bus service is accommodated across Whitney on the Peabody Museum site. There is limited and gated vehicular service access to the site from a drive coming off Pearl Street from the east. There is pedestrian and bicycle access from Pearl Street through to Whitney Avenue.

**Traffic impact:** At the time of the planned development application, a traffic study by Tighe and Bond concluded that the SOM facility would not adversely impact existing traffic operating conditions, with Level of Service (LOS) for the new consolidated drive at level B during the afternoon peak. The City's Department of Transportation, Traffic and Parking supported Yale's Transportation Options Program, intended to reduce

vehicle trips to the new site or need for off site parking. The Traffic Department believed a more aggressive reduction in parking demand could be achieved based upon the University's current mode splits.

The University has a *Central Science Overall Parking Plan* approved by the Board of Zoning Appeals in 1998 which is updated annually. The 2010 update will include the loss of the existing 196 surface parking spaces on site, a loss which is balanced by a system surplus of available parking. When the garage is complete in 2013, the system will be replenished by the 161 spaces provided within the garage.

**Pedestrian Access:** Students will access the building through the main entry on the Whitney Avenue façade opposite Sachem Street. Due to the large number of pedestrians who may approach the site from the east, the City Plan Commission requested in its advice to the Board of Aldermen that the Board require a lighted public pedestrian and bicycle access that would be a minimum of 12' in width. In its final approval the Board left the details of the walkway to the City Plan Commission, including its width. The detailed plans show a multi-use pathway with a minimum width of 8' rather than 12'. In a memo from OLIN, the project Landscape Architect, the consultant recommends an 8' path to the north of the new SOM building that connects to the existing 7' sidewalk on Whitney Avenue and the 10' service driveway from Pearl Street to the rear of the building. They made this recommendation due to safety and site specific issues, noting the 8' feet of width will provide adequate room for pedestrians and bikes to share the path, and would promote vigilance through a safer and sustainable solution. OLIN cited as rationale that there were no set standards for bike paths in New Haven, and that they were more dealt with on a case by case basis. They used as an example the new Science Hill bike path which passes through the future site of the Yale Biology Building, behind the Peabody Museum and exits onto Sachem Street to the west of the Peabody, also a shared bike/ped path 8' in width, where bike traffic calming is an issue on a busy pedestrian walkway. The pathway will be properly marked with signs denoting the shared right of way. The Commission finds the 8' width of the path is acceptable as submitted.

The crosswalk at the Whitney-Sachem intersection will be realigned and new handicapped ramps installed. Additionally the pedestrian signals will be improved.

**Loading/Trash removal:** All loading occurs in two loading bays off the main entry drive on the south side of the ground floor. Trash removal also occurs in this location. The limited access service drive in the rear connects to the main entry drive through two gated access points. Some service vehicles will enter through the Pearl Street entry.

**Landscaping/surface materials:** The proposed Landscape plan was an early component of the general plan, as Yale engaged OLIN, a renowned landscape firm which uses sustainable solutions to create a green environment to buffer the building on the rear and side from the adjacent residential neighborhood on Bradley and Lincoln Streets. A landscaped courtyard is enclosed by the building, and there is nearly an acre of landscaped area on the east half of the site. In addition particular attention has been paid to maintain and add to an existing buffer on the south side along Bradley Street to shield neighbors from the garage entry and loading bays. Additionally there is sensitivity to the New Haven Lawn Club to the north by adding buffering along the pedestrian bike path. While a number of trees will be removed, some existing trees will be stockpiled during the demolition and site preparation phase for use later on the site or elsewhere on campus. High quality trees of substantial caliper and ground cover are used throughout the plan. Roof drainage will be collected in a 125,000 gallon tank to be used for the irrigation system (and perhaps for other gray water uses within the building). The University is working with the church to the south as to whether an existing retaining wall on church property should remain or be removed and the site graded accordingly. This may be done as an administrative amendment to the grading plan at a later date.

Precast concrete unit pavers are used in the drop-off area and also on the main walkway to the building entry. The ped/bike pathway begins at Pearl Street as an asphalt drive but narrows to standard concrete sidewalk along the side of the building and connects with the standard sidewalk along Whitney Avenue.

**Site Lighting:** At the back of sidewalk along Whitney Avenue, Yale will use its standard Sentry Battery Park luminaire light fixture and turning the corner along the northern property line will use a Bega fixture. Existing fixtures along the north property line will remain. The building will have down lights under the roof overhang along the front of the building as well as other wall fixtures, all which are "Dark skies" sensitive. The landscaped areas in the rear and the front drop off loop will have pedestrian scale bollard fixtures.

**Building Design:** Design and exterior materials remain the same as in the general plans although the building has been pulled away slightly from the northern property line to make room for the ped/bike path. There is also a louvered rooftop penthouse with mechanicals beyond and a rooftop skylight, not included in the general plans. The building is sited so that its four-story bulk is placed forward towards Whitney Avenue while still maintaining a generous front yard setback. In the rear the massing breaks down into smaller elements with the curvilinear shape of the auditorium expressed as a dominant element. The materials remain the same as submitted in the planned development general plans. Architectural Plans acceptable as submitted.

**Building Signage:** A typical University building identification sign will be located to the north of the main pedestrian sidewalk entry to the site in the front yard. Add sign location to the site plans.

**Logistics Plans:** A material haul route Plan shows use of Trumbull Street, Humphrey Street, Whitney Avenue and State Street. The primary hauling will have occurred during the demolition and site preparation phases of the project. A Site Logistics Plan shows temporary earth retention systems, secant pile retention, truck access into excavation, and truck access road through front yard during construction. Chain link gates are shown in three locations, two on Whitney and one at Pearl Street.

**Project Timetable:** Construction is expected to commence in June 2010 and to be complete within 42 months, by December 2013.

**Other Permits Required** include but may not be limited to building permit, health dept. and excavation permit for any work within the public right of way; State Traffic Commission letter of no impact.

#### **SITE PLAN REVIEW**

Plans have been reviewed by the Site Plan Review team with representatives from the Departments of City Plan, Engineering, Building, Disabilities Services, and Transportation, Traffic and Parking and have been found to meet the requirements of City ordinances, Regulations and standard details with the following comments:

*Traffic:*

- *Locate bus stop pad as close to Sachem crosswalk as possible.*

*Engineering:*

*C 5.05:*

- *Add Standard CNH granite curb detail*

*City Plan:*

- *Sidewalk along Whitney shall remain at existing width.*
- *Provide signage at either end of pedestrian/bikeway (at Whitney and at Pearl)*
- *Coordinate with City Engineer and City Plan Department improved pedestrian and cycle connections at Pearl Street.*
- *Address potential pedestrian and bicycle cut through from Pearl St. across pedestrian path in rear yard to main drive (may be addressed with signage).*

#### **PLANNED DEVELOPMENT ACTION**

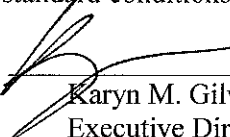
The Commission finds that the submitted Detailed Plans are in accordance with the Application and General Plans as approved by the Board of Aldermen. In addition the Detailed Plans are in accord with the goals and objectives as stated in Section 65(a) of the New Haven Zoning Ordinance. The plans are in accordance with the comprehensive plans of the City, composed of such uses, and in such proportions, as are most appropriate and necessary for the integrated functioning of the planned development and for the City, so designed in its space allocation, orientation, texture, materials, landscaping and other features as to produce an environment of stable and desirable character, complementing the design and values of the surrounding neighborhood, and showing the unusual merit as to reflect credit upon the University and the City. The Commission hereby approves Detailed Plans with Conditions as stated on page 1.

#### **SITE PLAN ACTION**

The City Plan Commission approves the submitted Site Plans subject to the standard conditions on Page 1.

**ADOPTED:** May 19, 2010  
Edward Mattison  
Chair

**ATTEST:**

  
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Karyn M. Gilvarg, AIA  
Executive Director